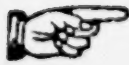


1852

[fol. 2495]

EXHIBIT No. 9

(See Opposite) 

Average Haul in Miles

1944 - 1950

Comparison of Average Haul of
Representative Midwestern Trucking Companies*

Chicago, Rock Island & Pacific Railroad
Company - All Cars.

Rock Island Motor Transit Company - All
Freight Handled.

Legend:

① — Composite Figures Representative
Midwestern Trucking Companies*

② — Average Miles Per Ton - CRI&P Rr.
Co. - All Cars.


③ — Rock Island Motor Transit Co. -
All Freight Handled.

*Bos Truck Lines, Inc.
Merchants Motor Freight, Inc.
Des Moines Transp. Co., Inc.
Red Ball Transfer Co.
Ringsby Truck Line, Inc.
Iowa-Nebr. Transp. Co., Inc.
Brady Motor Freight
Watson Bros. Transp. Co., Inc.
Western Transp. Co.

1854

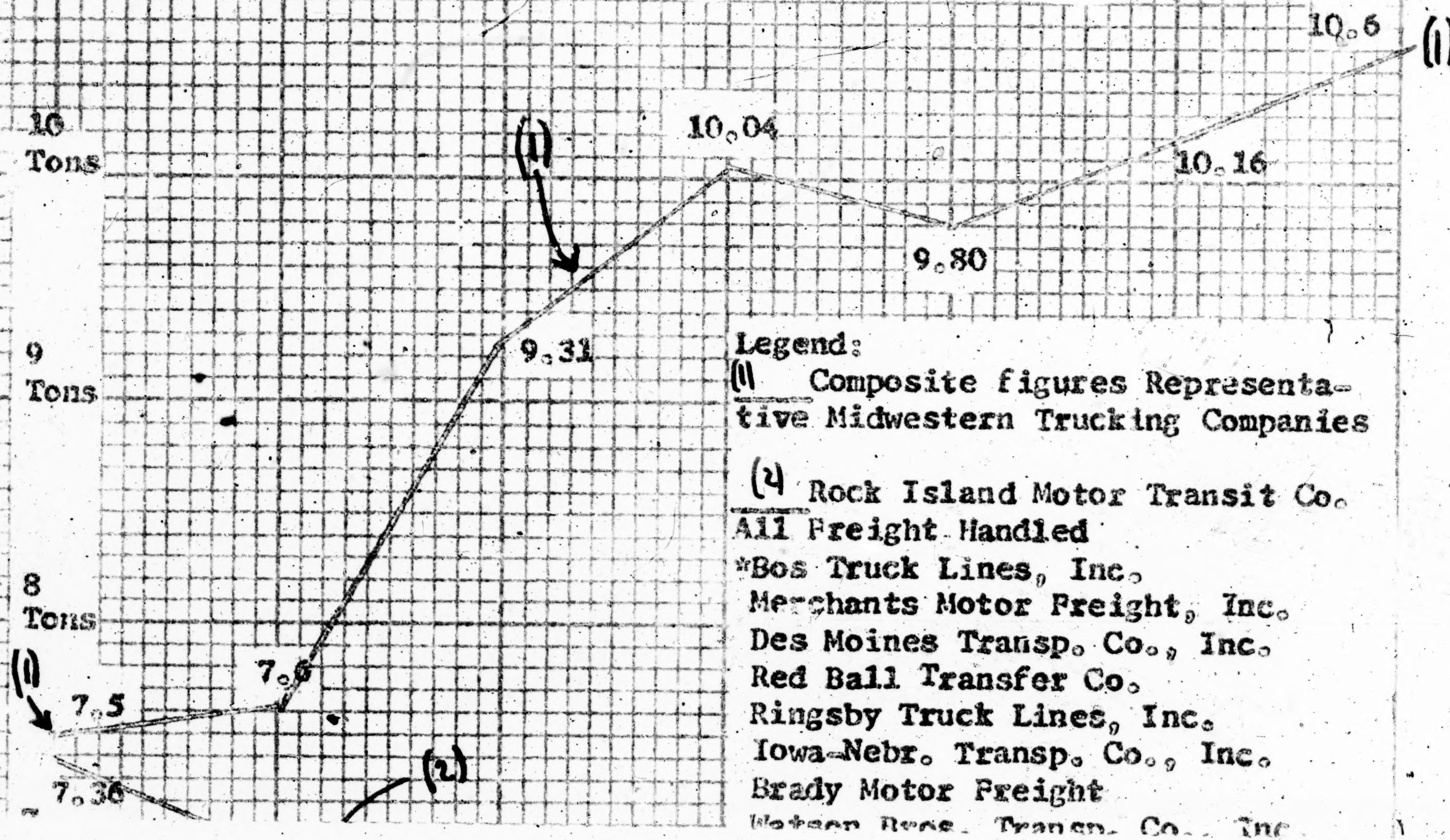
[fol. 2496]

EXHIBIT No. 10

(See Opposite) 

Average Load in Tons 1944 - 1950

Comparison of Average Load in Tons of:
Representative Midwestern Trucking Companies*
Rock Island Motor Transit Co. - All Freight
Handled



THE ROCK ISLAND MOTOR TRANSIT COMPANY

Balance Sheet Statement

January 31, 1952

ASSETS

CURRENT ASSETS:

1000 — Cash	\$ 237,064.24
1020 — Working Funds	5,325.00
1043 — Miscellaneous Special Deposits	10,440.80
1100 — Receivable from Affiliated Companies	289,565.42
1120 — Accounts Receivable, Agents, Customers & Interline	69,003.42
1130 — Accounts Receivable — Other	2,313.77
1170 — Prepayments	123,579.48
1180 — Material and Supplies	97,360.43
Total Current Assets	<u>\$ 834,652.56</u>

TANGIBLE PROPERTY:

1200 — Carrier Operating Property	\$1,776,378.96
Less:	
Reserve for Depreciation	871,783.29
Total Tangible Property	<u>\$ 904,595.67</u>

INTANGIBLE PROPERTY:

1500 — Organization Franchise and Permits	\$ 32,814.47
1550 — Other Intangible Property	156,037.36
	<u>\$ 188,851.83</u>
Less:	
Reserve for Amortization	97,215.88
Total Intangible Property	<u>\$ 91,635.95</u>

INVESTMENTS, SECURITIES AND ADVANCES:

1600 — Investments & Advances — Associated Companies	\$ 500.00
1650 — Other Investments and Advances	1,053.20
	<hr/>
Total Investments, Securities and Advances	\$ 1,553.20
	<hr/>

DEFERRED DEBITS:

1890 — Other Deferred Debits	\$ 26,182.43
	<hr/>
TOTAL ASSETS	<u>\$1,858,619.81</u>

LIABILITIES

CURRENT LIABILITIES:

2030 — Payable to Affiliated Companies	\$ 3,986.24
2050 — Accounts Payable	319,669.40
2070 — Wages Payable	114,208.43
2090 — C.O.D.'s Unremitted	5,247.39
2120 — Taxes Accrued	18,311.73
2150 — Interest Accrued	1,794.10
	<hr/>
Total Current Liabilities	\$ 463,217.29
	<hr/>

ADVANCES PAYABLE:

2200 — Advances Payable — Associated Companies	\$ 873,527.53
	<hr/>

EQUIPMENT & OTHER LONG TERM OBLIGATIONS:

2360-B — Other Long Term Obligations	\$ 250,000.00
	<hr/>

DEFERRED CREDITS:

2450 — Other Deferred Credits	\$ 470.46
	<hr/>

400
Mi.

300
Mi.

200
Mi.

100
Mi.

1944

1945

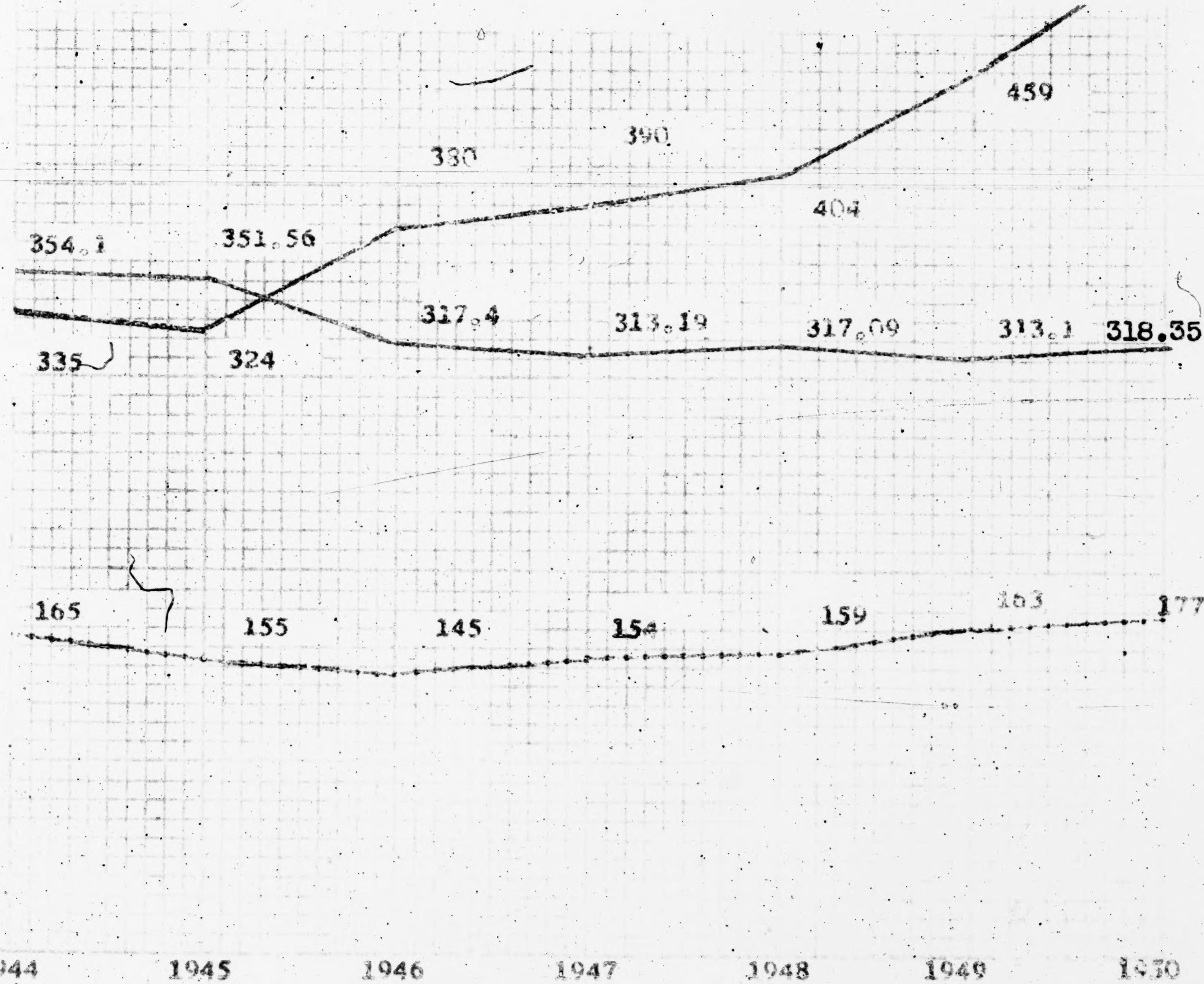
1946

1947

1948

1949

1950



1858

RESERVES:

2680 — Injuries, Loss and Damage Reserve	\$ 21,458.24
2690 — Other Reserves	182.00
	<hr/>
Total Reserves	\$ 21,640.24
	<hr/>

CAPITAL STOCK:

2710 — Common Capital Stock	\$ 100,000.00
	<hr/>

UNAPPROPRIATED SURPLUS:

2930 — Earned Surplus	\$ 149,764.29
	<hr/>

TOTAL LIABILITIES	<u>\$1,858,619.81</u>
-------------------------	-----------------------

Office of General Auditor
Chicago, March 3, 1952

hec-mc

6
Tons

6.45

5.72

5
Tons

4.98

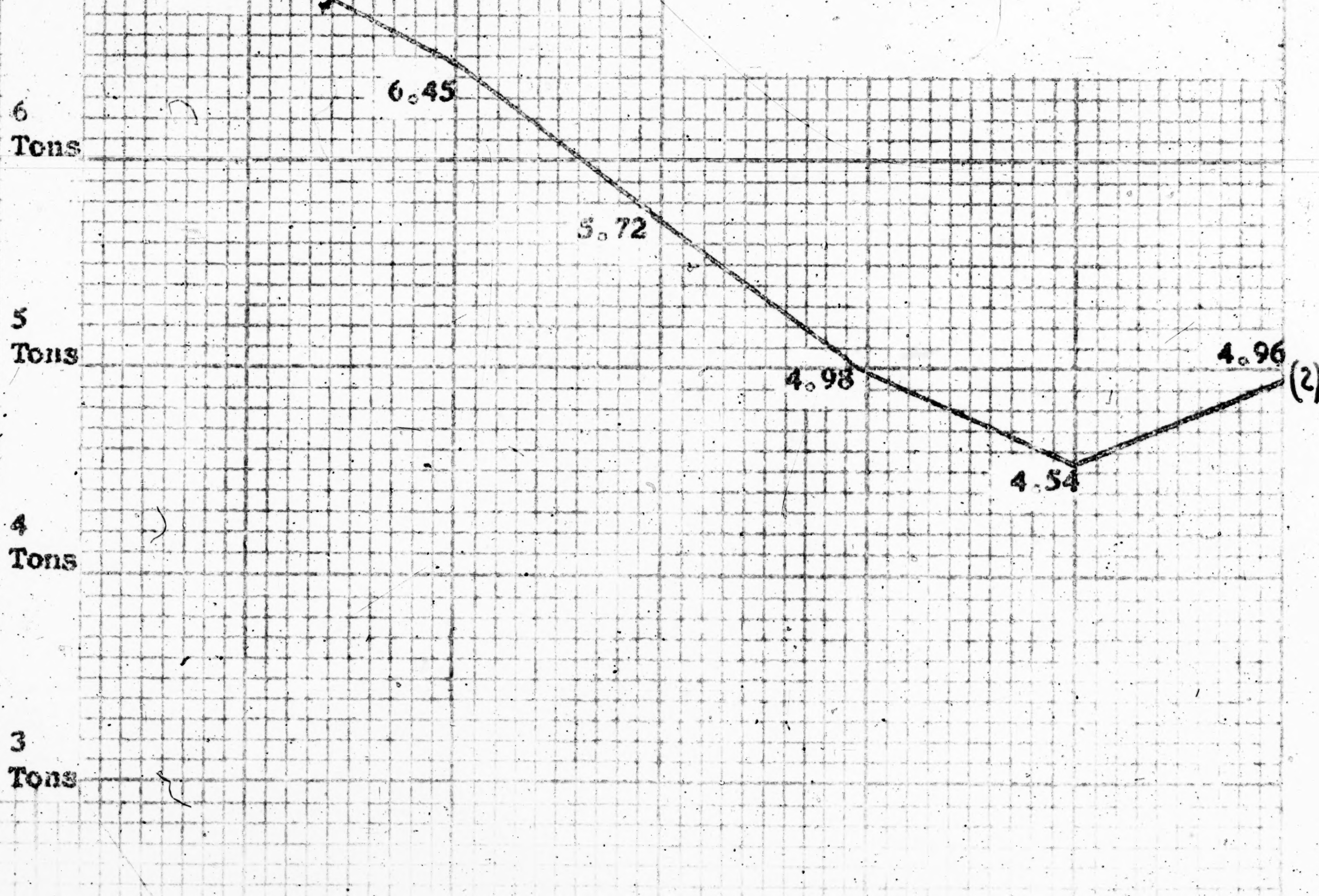
4.96

(2)

4.54

4
Tons

3
Tons



**TERMINAL COST SURVEY
DES MOINES MOTOR CARRIERS
JANUARY 29 TO FEBRUARY 3, 1951, INC.**

	Rock Island Motor	Des Moines Trans.	Watson Bros.	Bruce Motor Freight	Burlington Transp. Co.	Bruce Transfer	Total Participating Carriers
Platform employees:							
Hours	2,454	2,102	1,355	717	655	543	7,826
Wages	\$3,574.99	3,005.58	2,062.20	1,179.13	954.20	882.44	11,658.54
Pickup and Delivery:							
Less than truckload:							
Hours	1,185½	871	540	462	318½	278¾	3,655¾
Wages	\$1,660.91	1,246.12	745.20	647.19	440.11	401.61	\$5,141.14
Truckload:							
Hours	34½	183	90	48	26½	5	387
Wages	\$ 48.24	261.47	124.20	66.47	36.72	7.15	544.25
Platform Handling:							
Inbound weight (lbs.)	574,855	1,407,199	1,050,855	597,479	235,377	413,834	4,279,629
Outbound weight (lbs.)	2,172,654	1,452,768	1,625,724	718,618	754,090	704,211	7,428,065
Total	2,747,539	2,859,967	2,676,579	1,316,097	989,467	1,118,045	11,707,694

[fol. 2498]

EXHIBIT No. 12

	Rock Island Motor	Des Moines Trans.	Watson Bros.	Bruce Motor Freight	Burlington Transp. Co.	Bruce Transfer	Total Participating Carriers
Pickup and Delivery:							
Less than truckload weight (lbs.)	1,769,751	1,922,870	946,721	1,154,479	631,260	678,886	7,103,967
Truckload weight (lbs.)	221,669	1,758,134	511,145	395,950	180,854	21,537	3,089,289
Platform — pounds per man hour	1,120	1,361	1,975	1,836	1,510	2,059	1,496
Platform — cost per cwt.	13.¢	10.5¢	7.7¢	9.¢	9.6¢	7.9¢	10¢
Pickup and delivery —							
LTL pounds per man hour	1,493	2,208	1,753	2,499	1,982	2,435	1,943
LTL cost per cwt.	9.4¢	6.5¢	7.9¢	5.6¢	7¢	5.9¢	7.2¢
LTL number stops	2,218	1,963	1,002	843	744	697	7,467
LTL average weight per stop	798	980	945	1,369	848	974	951
TL pounds per man hour	6,425	9,607	5,679	8,249	6,825	4,307	7,982
TL cost per cwt	2.2¢	1.5¢	2.4¢	1.7¢	2.¢	3.3¢	1.8¢
TL number stops	16	84	23	21	9	2	155
TL average weight per stop	13,854	20,930	22,224	18,855	20,095	10,768	19,931

**THE ROCK ISLAND MOTOR TRANSIT COMPANY
PROFITS OR LOSSES BEFORE INCOME TAX
YEARS 1950, 1951 AND JANUARY AND FEBRUARY, 1952**

1950			1951		1952	
	Month	Year to Date	Month	Year to Date	Month	Year to Date
January	\$29,018.16	\$29,018.16	\$10,184.93	\$10,184.93	\$35,563.61	\$35,563.61
February	28,176.39	57,194.55	572.88	10,757.81	27,298.08*	62,861.69*
March	13,798.36	43,798.36	15,792.46	26,550.27		
April	9,411.73	33,984.46	11,717.67	14,832.60		
May	15,053.11	18,931.35	19,411.85	4,579.25		
June	14,443.37	4,487.98	7,289.98	11,869.23		
July	2,449.73	2,038.25	12,850.01	980.78		
August	37,503.29	35,465.04	12,609.60	11,628.82		
September	30,589.85	66,054.89	16,304.24	4,675.42		
October	48,544.40	114,599.29	10,381.27	5,705.85		
November	46,668.05	161,267.34	12,735.32	7,029.47		
December	680.92	160,586.42	51,552.53	58,582.00		

Italic figures denote losses.

* Estimated.

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Recapitulation of Total Gross Revenues Earned on Motor Carrier Traffic Originating at Terminal Points Listed. Total Revenues, Interstate and Intrastate, are Shown for the Comparative Periods Indicated.

	Sept. 1, 1950 Oct. 31, 1950	Sept. 1, 1951 Oct. 31, 1951	Amount of Change	Percent of Change
Chicago	141,841.30	88,618.37	53,222.93	37.5
Rock Island-Moline	12,289.61	6,883.15	5,406.46	44.0
Davenport	39,948.12	30,820.58	9,127.54	22.8
Cedar Rapids	18,720.21	17,099.61	1,620.60	8.7
Des Moines	79,060.19	75,280.93	3,779.26	4.8
Omaha	20,330.79	12,756.99	7,573.80	37.3
	312,190.22	231,459.63	80,730.59	25.9

	Nov. 1, 1950 Dec. 31, 1950	Nov. 1, 1951 Dec. 31, 1951	Amount of Change	Percent of Change
Chicago	105,979.67	76,677.90	29,301.77	27.6
Rock Island-Moline	12,517.13	6,405.61	6,111.52	48.8
Davenport	35,312.32	30,744.78	4,567.54	12.9
Cedar Rapids	16,761.27	15,409.76	1,351.51	8.1
Des Moines	68,386.14	63,615.06	4,771.08	7.0
Omaha	19,501.14	10,771.96	8,729.18	44.8
	258,457.67	203,625.07	54,832.60	21.2

	Jan. 1, 1951 Feb. 28, 1951	Jan. 1, 1952 Feb. 29, 1952	Amount of Change	Percent of Change
Chicago	138,407.36	89,647.90	48,759.46	35.2
Rock Island-Moline	11,966.89	6,439.78	5,527.11	46.2
Davenport	36,718.51	31,807.27	4,911.24	13.4
Cedar Rapids	16,225.03	15,644.44	580.59	3.6
Des Moines	75,433.10	71,488.60	3,944.50	5.2
Omaha	19,941.79	12,406.97	7,534.82	37.8
	298,692.68	227,434.96	71,257.72	23.9

Note: Italic figures indicate decrease.

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Comparative Statement of Motor Carrier Revenues on Freight Originating at Chicago, Illinois Destined to Selected Points, during Periods Indicated.

To:	Sept. 1, 1950 Oct. 31, 1950	Sept. 1, 1951 Oct. 31, 1951	Amount of Change	Percent of Change
Des Moines	\$30,166.99	14,402.17	\$16,764.82	55.6
Cedar Rapids	5,866.99	3,496.92	2,370.07	40.4
Iowa City	6,659.89	4,476.06	2,183.83	32.8
Tri Cities	11,299.41	10,946.91	352.50	3.1
Newton	4,071.44	1,787.91	2,283.53	56.1
Grinnell	1,919.66	1,430.00	489.66	25.5
Atlantic	1,526.63	1,218.90	307.73	20.2
Omaha	5,020.65	-	5,020.65	100.0
Kansas City	12,897.62	8,842.18	4,055.44	31.4
Twin Cities	4,190.25	2,485.34	1,704.91	40.7

To:	Nov. 1, 1950 Dec. 31, 1950	Nov. 1, 1951 Dec. 31, 1951	Amount of Change	Percent of Change
Des Moines	\$20,429.13	13,757.62	6,671.51	32.7
Cedar Rapids	4,473.90	3,290.16	1,183.74	26.5
Iowa City	4,769.64	3,910.64	859.00	18.0
Tri Cities	9,906.24	8,711.12	1,195.12	12.1
Newton	3,929.66	2,112.85	1,816.81	46.2
Grinnell	1,173.66	884.62	289.04	24.6
Atlantic	1,131.79	868.61	263.18	23.2
Omaha	3,688.08	-	3,688.08	100.0
Kansas City	9,304.60	8,833.83	470.77	5.0
Twin Cities	3,236.28	2,016.72	1,219.56	37.7

To:	Jan. 1, 1951 Feb. 28, 1951	Jan. 1, 1952 Feb. 29, 52	Amount of Change	Percent of Change
Des Moines	25,267.30	18,222.21	7,045.09	27.9
Cedar Rapids	6,184.75	3,946.40	2,238.35	36.2
Iowa City	5,298.69	4,363.79	934.90	17.6
Tri Cities	11,163.53	10,211.82	951.71	8.5
Newton	5,158.90	1,887.71	3,271.19	63.4
Grinnell	1,556.87	1,771.32	214.45	13.8
Atlantic	1,628.80	1,088.21	540.59	33.2
Omaha	7,159.40	-	7,159.40	100.0
Kansas City	17,329.52	9,273.92	8,055.60	46.5
Twin Cities	4,215.31	2,364.97	1,850.34	43.9

Note: Italic figures indicate decrease.

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Comparative Statement of Motor Carrier Revenues on Freight Originating at Rock Island and Moline, Illinois, Destined to Selected Points, during Periods Indicated.

To:	Sept. 1, 1950 Oct. 31, 1950	Sept. 1, 1951 Oct. 31, 1951	Amount of Change	Percent of Change
Des Moines	\$ 1,196.44	\$ 874.96	321.48	26.9%
Cedar Rapids	1,024.27	665.10	359.17	35.1
Iowa City	688.63	609.67	78.96	11.5
Newton	464.40	164.18	300.22	64.6
Grinnell	126.27	113.28	12.99	10.3
Atlantic	31.14	25.60	5.54	17.8
Omaha	2,485.12	-	2,485.12	100.0
Kansas City	9.25	290.95	281.70	3045.4
Twin Cities	48.94	8.76	40.18	8.21

To:	Nov. 1, 1950 Dec. 31, 1950	Nov. 1, 1951 Dec. 31, 1951	Amount of Change	Percent of Change
Des Moines	\$ 1,165.99	\$ 1,303.48	137.49	11.8%
Cedar Rapids	771.64	562.13	209.51	27.2
Iowa City	698.27	318.54	379.73	54.4
Newton	417.71	188.74	228.97	54.8
Grinnell	65.62	55.51	10.11	15.4
Atlantic	84.03	4.15	79.88	95.1
Omaha	3,491.20	-	3,491.20	100.0
Kansas City	-	172.47	172.47	-
Twin Cities	-	45.06	45.06	-

To:	Jan. 1, 1951 Feb. 28, 1951	Jan. 1, 1952 Feb. 29, 1952	Amount of Change	Percent of Change
Des Moines	\$ 1,075.97	\$ 1,175.80	99.83	9.3%
Cedar Rapids	798.56	428.30	320.26	46.4
Iowa City	791.53	493.03	298.50	37.7
Newton	313.68	278.22	35.46	11.3
Grinnell	93.56	79.73	13.83	14.8
Atlantic	57.75	58.48	.73	1.3
Omaha	1,910.29	-	1,910.29	100.0
Kansas City	191.05	122.82	68.23	35.7
Twin Cities	9.68	36.55	26.87	277.5

Note: Italic figures indicate decrease.

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Comparative Statement of Motor Carrier Revenues on Freight Originating at Davenport, Iowa Destined to Selected Points, during Periods Indicated.

To:	Sept. 1, 1950 Oct. 31, 1950	Sept. 1, 1951 Oct. 31, 1951	Amount of Change	Percent of Change
Chicago	459.49	1,973.63	1,514.14	329.5
Cedar Rapids	5,556.47	4,470.83	1,085.64	19.5
Des Moines	8,751.03	7,579.62	1,171.41	13.4
Omaha	1,011.63	-	1,011.63	100.0
Twin Cities	522.34	478.09	44.25	8.5
Kansas City	858.58	522.49	336.09	39.1

To:	Nov. 1, 1950 Dec. 31, 1950	Nov. 1, 1951 Dec. 31, 1951	Amount of Change	Percent of Change
Chicago	525.18	2,480.14	1,954.96	372.2
Cedar Rapids	4,583.02	5,301.98	718.96	15.7
Des Moines	7,300.21	6,474.41	825.80	11.3
Omaha	873.56	-	873.56	100.0
Twin Cities	778.72	651.54	127.18	16.3
Kansas City	1,990.68	822.89	1,167.79	58.7

To:	Jan. 1, 1951 Feb. 28, 1951	Jan. 1, 1952 Feb. 29, 1952	Amount of Change	Percent of Change
Chicago	309.36	2,476.26	2,166.90	700.4
Cedar Rapids	4,927.15	4,417.08	510.07	10.4
Des Moines	7,905.26	7,534.05	371.21	4.7
Omaha	764.34	-	764.34	100.0
Twin Cities	833.82	711.25	122.57	14.7
Kansas City	956.11	1,513.05	556.94	58.3

Note: Italic figures indicate decrease.

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Comparative Statement of Motor Carrier Revenues on Freight Originating at Cedar Rapids, Iowa Destined to Selected Points, during Periods Indicated.

To:	Sept. 1, 1950 Oct. 31, 1950	Sept. 1, 1951 Oct. 31, 1951	Amount of Change	Percent of Change
Chicago	\$ 598.79	745.26	\$146.47	24.5
Omaha	543.16	365.43	177.73	32.7
Des Moines	3,758.38	4,526.59	768.11	20.4
Tri Cities	4,445.31	4,061.54	383.77	8.6
Twin Cities	97.53	44.85	52.68	54.0
Kansas City	1,388.08	690.83	697.25	50.2

To:	Nov. 1, 1950 Dec. 31, 1950	Nov. 1, 1951 Dec. 31, 1951	Amount of Change	Percent of Change
Chicago	\$ 739.02	586.84	152.18	20.6
Omaha	239.41	409.99	170.58	71.3
Des Moines	3,291.36	3,405.04	113.68	3.5
Tri Cities	4,035.69	3,599.18	436.51	10.8
Twin Cities	52.36	56.09	3.73	7.1
Kansas City	1,334.07	773.55	560.52	42.0

To:	Jan. 1, 1951 Feb. 28, 1951	Jan. 1, 1952 Feb. 29, 52	Amount of Change	Percent of Change
Chicago	\$ 646.66	581.72	64.94	10.0
Omaha	276.90	334.58	57.68	20.8
Des Moines	3,795.58	4,138.20	342.62	9.0
Tri Cities	3,265.07	3,358.02	92.95	2.8
Twin Cities	32.57	53.27	20.70	63.6
Kansas City	1,408.43	607.71	800.72	56.9

Note: Italic figures indicate decrease.

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Comparative Statement of Motor Carrier Revenues on Freight Originating at Des Moines, Iowa, Destined to Selected Points, during Periods Indicated.

To:	Sept. 1, 1950 Oct. 31, 1950	Sept. 1, 1951 Oct. 31, 1951	Amount of Change	Percent of Change
Omaha	3,051.40	2,193.21	858.19	28.1
Tri Cities	8,210.44	7,411.10	799.34	9.7
Chicago	6,087.32	4,461.72	1,625.60	26.7
Cedar Rapids	11,770.60	11,738.02	32.58	.3

To:	Nov. 1, 1950 Dec. 31, 1950	Nov. 1, 1951 Dec. 31, 1951	Amount of Change	Percent of Change
Omaha	1,705.64	2,179.84	474.20	27.8
Tri Cities	8,069.36	7,288.79	780.57	9.7
Chicago	5,925.29	4,688.88	1,236.81	20.9
Cedar Rapids	10,926.04	10,891.35	34.69	.3

To:	Jan. 1, 1951 Feb. 28, 1951	Jan. 1, 1952 Feb. 29, 1952	Amount of Change	Percent of Change
Omaha	2,332.62	2,568.69	236.07	10.1
Tri Cities	9,784.59	8,689.86	1,094.73	11.2
Chicago	7,491.04	4,638.94	2,853.00	38.1
Cedar Rapids	11,573.30	11,831.70	258.40	2.2

Note: Italic figures indicate decrease.

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Comparative Statement of Motor Carrier Revenues on Freight Originating at Omaha, Nebraska Destined to Selected Points, during Periods Indicated.

To:	Sept. 1, 1950 Oct. 31, 1950	Sept. 1, 1951 Oct. 31, 1951	Amount of Change	Percent of Change
Des Moines	\$ 3,339.75	\$ 2,152.23	\$1,187.52	35.6%
Cedar Rapids	591.75	270.53	321.22	54.3
Iowa City	618.39	184.10	434.29	70.2
Tri Cities	1,522.30	-	1,522.30	100.0
Chicago	962.00	-	962.00	100.0
Newton	652.01	320.05	331.96	50.9
Grinnell	174.99	186.01	11.02	6.3
Atlantic	1,827.94	1,536.03	291.91	16.0
Twin Cities	335.35	85.97	249.38	74.4
Kansas City	18.92	7.01	11.91	62.9

To:	Nov. 1, 1950 Dec. 31, 1950	Nov. 1, 1951 Dec. 31, 1951	Amount of Change	Percent of Change
Des Moines	\$ 3,566.70	\$ 1,856.13	\$1,710.57	48.0%
Cedar Rapids	659.76	179.79	479.97	72.7
Iowa City	351.16	191.74	159.42	45.4
Tri Cities	1,686.77	-	1,686.77	100.0
Chicago	1,006.78	-	1,006.78	100.0
Newton	688.61	170.29	518.32	75.3
Grinnell	355.92	159.51	196.41	55.2
Atlantic	1,678.92	1,189.57	489.35	29.1
Twin Cities	282.18	327.92	45.74	16.2
Kansas City	4.68	13.28	8.60	183.8

To:	Jan. 1, 1951 Feb. 28, 1951	Jan. 1, 1952 Feb. 29, 1952	Amount of Change	Percent of Change
Des Moines	\$ 3,935.56	\$ 2,210.83	\$1,724.73	43.8%
Cedar Rapids	780.92	226.04	554.88	71.1
Iowa City	440.39	152.87	287.52	65.3
Tri Cities	1,806.19	-	1,806.19	100.0
Chicago	1,060.48	-	1,060.48	100.0
Newton	421.40	242.81	178.59	42.4
Grinnell	303.34	63.06	240.28	79.2
Atlantic	1,817.25	1,284.54	532.71	29.3
Twin Cities	249.27	149.70	99.57	39.9
Kansas City	16.35	16.59	.24	1.5

Note: Italic figures indicate decrease.

[fol. 2506B]

EXHIBIT No. 16

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Summary of interstate shipments received from connecting line carriers at Chicago, Illinois, Davenport, Cedar Rapids and Des Moines, Iowa, and Omaha, Nebraska, having destinations at points covered by application during the periods of November and December 1950 and 1951.

In order that the two periods might be placed on a comparable basis, shipments of over 5,000 pounds during November and December 1950, have been eliminated.

	November and December 1950		November and December 1951	
	Number Shipments	Weight	Number Shipments	Weight
Chicago, Illinois	2,140	1,094,920	1,492	662,186
Davenport, Iowa	1,060	502,775	1,001	366,092
Cedar Rapids, Iowa	153	41,718	158	55,702
Des Moines, Iowa	456	134,593	182	45,236
Omaha, Nebraska	216	81,966	90	26,843

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Abstract of Shippers Making Shipments From Twin Cities
to Various Towns Indicated During the Month of
February, 1952

Shipper	Town
Hazel Atlas Glass	Griswold
Hudson Mfg.	Wellman
International Sugar Feed	Walnut
Janney Semple Hill	Marengo, Oxford, Atlantic, Brooklyn, Newton, Casey, Wellman, Colfax, Oakland, Mitchellville, Exira, & Griswold.
Johnson Nut	Newton
Josephine Co.	Wellman
Kiddieline Mfg.	Marengo
Klinkerfues Bros.	Harlan
Liquid Carbonic	Grinnell
Lindsay Bros.	Homestead, Avoca, Oxford, Victor, Harlan & Marengo.
Lyons Fish	Harlan
LaSalle Tire	Grinnell
Minnesota Mining & Mfg. Co.	Harlan
Munsingwear	Newton, Grinnell & Oakland
Minnesota Chemical	Wellman
Minnesota Knitting Mills	Grinnell
Mercury Records	Lewis & Grinnell
McKays Co.	Earlham
Mpls. Moline	Oakland & Homestead
Midwestern Color	Newton
Northeast Feed Mill	Neola
Newhouse Paper	Grinnell
National Vitamin	Anita, Wellman, Ladora
N. W. Buyers & Jobbers, Inc.	Kellogg & Audubon
Nathanson Co.	Avoca
Olson Fish	Harlan
Practical Products	Harlan
Johnson Nut & Bolt	Harlan

Shipper	Town
Wyeth, Inc., Hardware	Harlan
Bostitch McClain	Newton, Audubon, Harlan
Paper Calmenson	Harlan
Curtis 1000	Marengo
Central Supply	Marengo, Audubon
Butler Bros.	Audubon
E-Z Sweep	Audubon
International Harvester Co.	All Points that have International distributors
Farwell Ozmun Kirk	Grinnell
Anderson Machine	Grinnell
Bemis Bag	Grinnell
Atwood Coffee	Atlantic
Brotsky & Co.	Colfax
[fol. 2508]	
DeLuxe Check Printers	Boonville
Central Parts Supply	Kellogg
Continental Safety	Newton
Canteen Co.	Newton
Elmar Sales	Newton
City Service Oil	Coralville
Firestone	Oxford, Grinnell, Newton
Fuller Brush	
Lavoris Co.	
Forman Stationery	Colfax
Food Producers	Wellman
Fischer Chocolate & Nut Co.	Atlantic
Fruit & Assembly Whse.	Walcott
Garrott Candy	Harlan
Hilltop Laboratories	Marengo, Audubon, Brooklyn, Durant
Physicians & Hospital Supply	Marengo
Pearson Candy	Coralville
Paper Calmenson	Audubon
Riteform Chair Co.	Newton
American Refrigerator	Harlan
Royal Stationery	Griswold
Schaffer, Inc.	Grinnell
Superior Separator	Oakland

Shipper	Town
Schaffer & Rossum	Minden, Exira.
S and M	Harlan.
E. B. Sewall	Newton
Tire Retread	Atlantic
20th Century Mfg.	Newton
Western Electric	Mitchellville, Audubon, At-
	lantic, Colfax, Grinnell.
Wyeth, Inc.	Harlan
Great Lakes Pipe Line	

[fol. 2509]

EXHIBIT No. 18

THE CHICAGO ASSOCIATION OF COMMERCE
AND INDUSTRY
ONE NORTH LA SALLE STREET
CHICAGO 2, ILLINOIS

Minutes of Meeting
INDUSTRIAL TRAFFIC COUNCIL
Held on March 6, 1952

Page No. 237

PRESENT

S. L. Felton	Acme Steel Company
F. Russell White	Aetna Plywood & Veneer Co.
W. J. Curtis	Admiral Corporation
L. H. Roegner	Armour and Co.
Jos. T. Rollheiser	Armour and Co.
K. W. Ryder	Armour and Co.
Julius H. Gerth	Paul F. Beich Co.
Wm. N. Denk	The Best Foods, Inc.
E. D. Haugh	Bethlehem Steel Company
F. D. Porter	Geo. Birkenstein & Co.
Hazen Foster	Bliss & Laughlin, Inc.
C. Loesch	Booth Fisheries Corp.
John Goble	Boyle-Midway, Inc.
E. M. Carey	E. J. Brach & Sons
R. D. Reeds	E. J. Brach & Sons
H. F. Hanson	Brunswick-Balke-Collender Co.

Allen C. Stone	Brunswick-Balke-Collender Co.
V. Zaccardi	Bunte Brothers
D. R. Macdonald	Butler Brothers
Ralph J. Graffis	Butler Paper Corporations
Geo. A. McElroy	Ceco Steel-Products Corporation
J. P. Friel	Central Fibre Products Co.
W. J. Marshall	Chicago Candy Association
Carl A. Walberg	Cities Service Oil Company
W. M. Timmons	The Coca-Cola Company
G. E. Seitter	Corn Products Refining Co.
M. L. McDougall	Crane Co.
Erle K. Theimer	Crane Co.
Earle E. Mathews	Culligan Zeolite Company
John J. Kulbaitis	Curtiss Candy Co.
John H. C. Kirk	Darling & Company
John J. Mengel	Fairbanks, Morse & Company
C. D. Couch	The Glidden Company
A. E. Parker	The Glidden Company
Frank Knees	Hibbard, Spencer, Bartlett & Co.
E. T. Keen	Hotpoint, Inc.
A. A. Diamond	Hyman-Michaels Co.
Hugh Crawford	Johnson & Johnson
Chas. E. Lumpp	Kraft Foods Company
D. W. C. Becker	LaSalle Extension University
[fol. 2510]	

March 6, 1952

Page No. 238

A. G. Brown	Lehigh Portland Cement Co.
E. C. Huebner	Marblehead Lime Company
H. G. Marsh
Arnold J. Larson	Masonite Corporation
G. J. Werner	Motorola, Inc.
F. L. Michener	Perkins Products Company
G. R. Otto	Rathborne, Hair & Ridgway
	Box Company
J. S. Hardie	Scott, Foresman and Company
C. A. Washer	Sears, Roebuck and Co.
H. B. Spamer	Spiegel, Inc.
R. Webber	Spiegel, Inc.
Robert Ozinga	Sprague Warner Division
Robert C. Stockton	Stewart-Warner Corporation

R. A. Morin	U. S. Gypsum Company
E. A. Ogorek	U. S. Steel Supply Div., U. S. Steel Co.
W. F. Gerleman	Van Cleef Bros., Inc.
T. J. Kessler	Victor Chemical Works
George A. Matz	Walgreen Co.
S. F. Kirby	Montgomery Ward & Co.
W. L. Szaraniec	Wilson Sporting Goods Company
G. R. Gonseth	F. W. Woolworth Company
C. E. Casler	Wyman-Gordon Company
B. G. Leech	Zion Industries, Inc.
Gerald E. Franzen	Chicago Association of Commerce and Industry
A. J. Maurer	Chicago Association of Commerce and Industry
A. H. Schwietert	Chicago Association of Commerce and Industry

R. WEBBER, General Chairman, Presiding

STATUS OF THE REED-BULWINKLE APPLICATIONS: Mr. Craig, Chairman of the committee reported.

In its decision last December on the Section 5a application of the Middle Atlantic Conference the Commission refused to prohibit the Conference from asking for suspension of a tariff filed by member carriers. In the application of the Columbia River Tariff Bureau filed with the Commission, that group sought approval of a provision that would give authority to the manager of the Bureau to ask for suspension of rates published by a member carrier. On February 19, 1952, Division 2 of the Commission denied this application on that and two other grounds. This does not mean that the Bureau cannot ask for a suspension, but it does mean that the Bureau does not have the sanction of a Section 5a agreement to support their position.

In the latest application filed by Central States Motor Freight Bureau their hearing was heard in Chicago, beginning on January 22nd, but that hearing was indefinitely postponed when it was brought out at the hearing that member carriers had not been furnished with a copy of the agreement involved.

March 6, 1952

Page No. 239

[fol. 2511] *REPORT OF THE PROTECTIVE SERVICE COMMITTEE*: Mr. Couch, Chairman of the committee, reported.

Proposal No. 478 of the Middlewest Motor Freight Bureau would amend the application of the present Over-Flow Rule so that it would not apply on perishable commodities. Mr. Couch moved, that the Council voice opposition to this proposal. The motion was seconded by Mr. Porter and carried.

REPORT OF THE RATES, RULES AND CLASSIFICATION COMMITTEE (Forwarder Section): Mr. Washer, Chairman of the Committee reported.

S. 2712. This bill, introduced by Senator Magnuson, proposes to amend the definition of the freight forwarder and would require that they prove public convenience and necessity before obtaining a certificate. Passage of this bill would mean that freight forwarders in seeking a new permit or certificate could be opposed by truck lines, rail carriers or the air lines.

S. 2713. Also introduced by Senator Magnuson this bill seeks "to provide more definite standards for determining those entitled to exemption from Part IV of the Act as an association of shippers or a shippers' agent". The bill provides that the Commission in determining whether or not such an association is exempt would consider the following factors: 1. Whether or not the involved activities are actually and substantially competitive with the operations of regulated freight forwarders; 2. Whether they are limited to the handling of a single commodity or of homogeneous commodities; 3. Whether or not the number of persons participating in or benefiting from the activities in question is such as to justify removal of the exemption; and, 4. Whether or not the operations of the person claiming exemption have been such as to constitute unfair or destructive competitive practices within the meaning of the National Transportation Policy. Mr. Jelsma, staff advisor to the Senate on transportation legislation, stated that the purpose of this

bill is to provide a more clear-cut basis for regulating groups in competition with forwarders. Your Committee recommends that the Council oppose S. 2713, and Mr. Washer so moved. Motion was seconded by Mr. Spamer and carried.

REPORT OF LEGISLATIVE COMMITTEE: Mr. Schwietert reported in the absence of Mr. Quasey.

A committee of the National Industrial Traffic League is at the present time studying the various bills affecting transportation introduced during the current session of Congress. A proper consideration of this legislation requires more detailed study than the Council has thus far been able to give these matters. When the National Industrial Traffic League committee has completed its studies, the Council will be in a better position to take any action that is necessary.

REPORT OF THE RATES, RULES AND CLASSIFICATION COMMITTEE (Rail Section): Mr. Felton, Chairman of the Committee, reported.

Illinois Intrastate Rates: The Illinois Commerce Commission approved the Official Territory Ex Parte 175 increase of 9 per cent in lieu of the previously authorized 6

March 6, 1952

Page No. 240

[fol. 2512] per cent. This increase became effective on February 28, on one day's notice.

Cancellation of L.C.L. and Any Quantity Exceptions Ratings in Official, Illinois and Southern Territories: A joint docket of the Southern Freight Association, the General Freight Traffic Committee of the Eastern Railroads and the Illinois Freight Association proposes to cancel all less carload and any quantity exceptions ratings, within Official Classification Territory; within Southern Freight Association Territory; within Illinois Freight Association Territory; between Official Territory, on the one hand, and Southern, Illinois, Western Trunk Line and Southwestern Territories, on the other; between Southern Territory, on the one hand, and Official, Illinois, Western Trunk Line and Southwestern Territories, on the other; between Illinois Territory, on the one hand, and Official, Southern, Western

Trunk Line and Southwestern Territories, on the other. This proposal does not contemplate cancellation of exceptions ratings applying from Chicago to Western Trunk Line Territory, or to Southwestern Territory, said Mr. Felton. This is a subject on which the Council as a group would find it very difficult to take any action, but individual shippers should carefully examine its effect on their commodities and, if necessary, be prepared to defend their exception ratings at the hearing which will be held on March 18th and 19th at Chicago.

Mr. Schwietert commented briefly on two statements that had been prepared and distributed which illustrate the effect of the cancellation of exception ratings on several commodity groups. It was pointed out that while the cancellation of these exceptions would result in increases to nearby points, there would be offsetting reductions on shipments moving for longer distances.

W.T.L. Application E-58-388: This is a carrier proposal to cancel Item 250 of W. T. L. Tariff 271-N and similar items in individual lines issues which restrict the partial unloading of freight moving under executed Section 7 of the Uniform Bill of Lading, said Mr. Felton. Mr. Foster moved that the Council go on record as approving cancellation of the item as proposed by the carriers. Motion was duly seconded and carried.

Modified Rule 10: The Uniform Freight Classification No. 1, published to become effective May 30, 1952, carries forward Rule 10 as it stands in the present Consolidated Freight Classification. As the Docket 28300 class rates will be subject to this new classification, shippers will no longer have the benefit of the modified Rule 10 presently applicable by exceptions to the classification in Southwestern and Western Trunk Line Territory. Shippers of mixed carloads of freight would pay substantially higher charges under the straight Rule 10 as the shipment is billed at the rate for the highest rated article in the mixed carload. The modified Rule 10 provides for assessing charges on the basis of the rate applicable to each individual commodity. Mr. Felton moved that the Council urge the adoption of the modified Rule 10 in the Uniform Freight Classification. The motion was seconded by Mr. Werner and carried.

March 6, 1952

Page No. 241

[fol. 2513] *REPORT OF THE RATES, RULES AND CLASSIFICATION COMMITTEE* (Motor Section: Mr. Lumpp, Chairman of the Committee, reported).

C.S.M.F.B. Docket 15736—Class Rate Adjustment in Tariff 247-II: Your Committee, together with the Motor Committee from the Wisconsin Manufacturers Association, met with Earl Girard on February 15th for the purpose of discussing this proposal. As a result of this meeting, your Committee decided to recommend to the Council that it not oppose an increase in rates in Tariff 247 of 7 per cent, subject to a number of provisions.

Mr. Girard has subsequently amended the original proposal to read as follows:

1. Hold in abeyance any action by the bureau as concerns the \$1.50 shipment charge matter covered by Docket No. 15736 until final action is decided upon by all carriers in Central Territory. The Bureau has been informed to this effect.
2. Increase all truckload or volume class rates in the tariff in accordance with recommendation of seven (7%) per cent.
3. Increase all commodity rates, other than commodity rates published for less-than-truckload quantities of less than 10,000 pounds, on the basis of recommendation of seven (7%) per cent. (These are 3rd or 4th Class L. T. L. commodity rates in this tariff.)
4. Increase all less-than-truckload or any quantity class rates and commodity rates of less-than-truckload quantities, other than those subject to a minimum weight of 10,000 pounds or greater, ten (10%) per cent, including the minimum charge per shipment.

As the Chicago-Milwaukee carriers' amended proposal agrees substantially with our original recommendation (the only difference being a 10 per cent increase on L.T.L. or Any Quantity class rates and commodity rates), we recommend that the Council not oppose this amended proposal. All changes in rates and charges are to be published with

an expiration date of six months from the date they become effective.

On motion of Mr. Porter, seconded by Mr. Crawford and carried, the committee's recommendation was adopted.

C.S.M.F.B. Dockets 15777 and 15869—Minimum Charge per Shipment: Docket 15777 proposes that charges for a single shipment under 500 pounds shall not be less than charges resulting from the application of \$2.00 plus the Class 55 truckload rate on the first 100 pounds or fraction thereof, and 60 cents plus the Class 55 truckload rate applicable to the additional weight over the first 100 pounds. Docket 15869 provides that the minimum charge for any

March 6, 1952

Page No. 242

[fol. 2514] shipment less than a capacity load shall be for 200 pounds at the first class rate but in no case shall the charge on a single shipment be less than \$2.00. The proposal under Docket 15869 is identical to the rule that was published for the account of several carriers in Central Territory, suspended by the Interstate Commerce Commission and currently applicable for these few carriers because of the expiration of the suspension period. Your committee recommends that the carriers be requested to defer any action on these dockets until final decision by the carriers on Docket 15268 and decision by the Interstate Commerce Commission in MC-C-543, the Small Shipments Case, as well as the Minimum Charge Per Shipment Cases.

On motion of Mr. Washer, seconded by Mr. Crawford and carried, the committee was instructed to oppose these dockets.

C.S.M.F.B. Dockets 15784, 15789-E and 15790: These dockets would establish provisions in various tariffs to provide relief for carriers required to reduce gross weight of vehicles moving on highways of the State of Michigan during Frost Law periods. Your committee recommends opposition to these dockets as the Council has long been opposed to the establishment of any extra charges or arbitraries over and above the normal application of the through rate.

Mr. Porter moved that the Council oppose these dockets. The motion was seconded by Mr. Crawford and carried.

C.S.M.F.B. Docket 15785—Pick-Up and Delivery Service Rule: This docket proposes to amend Tariff 500 by adding the following to the Pick-Up and Delivery Service Rule shown therein: Whenever a shipper or consignee requests delivery to a receiving point not directly accessible to trucks, an extra charge of 25 cents per 100 lbs. will be made with a minimum charge of \$1.00 per shipment, except, if inside delivery to other than the ground floor is inaccessible to trucks, such delivery, if requested, will be made at an extra charge of 35 cents per 100 lbs., minimum \$1.50.

On motion of Mr. Couch, duly seconded and carried, the committee was directed to ask that this subject be deferred for further study by the Council, and, also that the carriers clarify the term 'inaccessible'.

C.S.M.F.B. Dockets 15814 and 15850—Class and Commodity Rate Adjustments: Docket 15814 would amend all class tariffs by establishing a new column of class rates to apply on shipments weighing less than 2,000 lbs., such rates to be 30 cents per 100 pounds higher than the present Column B (5000 lbs., or more) rates. Docket 15850 proposes to increase all class and commodity rates in C.S.M.F.B. standard tariffs by 20 per cent. Your committee recommends opposition to these dockets, for the reason that Docket 15819-E proposing a 15 per cent increase is now under consideration by the carriers.

On motion of Mr. Porter, seconded by Mr. Kirk and carried, the recommendation of the committee was adopted.

March 6, 1952

Page No. 243

[fol. 2515] *C.S.M.F.B. Docket 15833—Stop-Off Charge:* This docket proposes to amend Item 220 of Tariff 500 by increasing the charge for shipments stopped for partial loading or unloading from \$10.00 for each stop, to \$12.89 for each stop, exclusive of initial pick-up or final delivery stop. As no justification has been furnished for adopting the charge presently applicable via rail carriers, your committee recommends opposition to this docket.

On motion of Mr. Porter, duly seconded and carried, the recommendation of the committee was adopted.

C.S.M.F.B. Docket 15834—Minimum Charge Rule: This docket proposes to amend applicable tariffs by increasing the minimum charge as follows: On traffic subject to single-line haul, the minimum charge will be for 100 pounds at the First Class rate, but not less than \$2.50. On traffic subject to joint-line hauls, the minimum charge will be for 100 pounds at the First Class rate, but not less than \$3.50. Your committee recommends opposition to this docket because it would not only increase the minimum charge, but would establish different minimum charges for single-line and joint-line hauls.

On motion of Mr. Porter, seconded by Mr. Crawford and carried, the committee's recommendation was adopted.

C.S.M.F.B. Docket 15268—\$1.50 Surcharge and Docket 15819-E—15% Increase: Docket 15268 which has been approved by the Central Committee, was the subject of a conference between the carriers and the Central Territory Traffic Conference this morning. The 15 per cent general increase covered by Docket 15819-E which has been approved "in principle" by the Standing Rate Committee, was a subject of the same shipper-carrier meeting. The carriers indicated that the total increase resulting from the last labor contract revision amounts to a 22 per cent increase in their labor costs. They also indicate that the operating ratio for a group of 46 study carriers for January 1952, was 94.2 compared with 93.3 for January 1951. Traffic studies indicate the number of shipments, weight and revenue for various sized shipments as follows:

Size of Shipment	Number of Shipments	Weight	Revenue
All Minimum Charge			
Shipments	35.7%	1.9%	5.1%
0 to 5,000 pounds			
(Other than Minimum Charge Shipments)	57.3%	25.9%	40.7%
Over 5,000 pounds	7 %	72.2%	54.2%

The carriers indicated that the application of the \$1.50 surcharge would give them about an 8 per cent increase

in total revenue. In connection with an across-the-board increase, carriers emphasized that a 5 per cent increase would result in only a 3 per cent increase in total revenue. Mr. Porter moved that the Motor Committee study the carriers' figures and recommend to the Council the best solution to the carriers' proposal for both a surcharge on small shipments and a general increase. The motion was

March 6, 1952

Page No. 244

[fol. 2516] seconded and carried. (Secretary's note—The Central Territory Traffic Conference representatives, in a meeting held after the joint shipper-carrier meeting, decided not to oppose an increase in the minimum charge as proposed in Docket 15268 on shipments less than 5,000 pounds providing for the charge accruing at the applicable rate and at the actual weight (but not less than 100 pounds) plus \$1.50, with the understanding that this increase in the minimum charge basis is to be in lieu of any general increase in rates. On March 11, 1952, the Board of Directors of the Central States carriers approved this basis which will supersede the present minimum charge bases as well as other proposals before the carriers' Standing Rate Committee for revised minimum charges or general increases.)

Eastern Central Docket SR-3783—15 Per Cent Increase: This docket, to be considered by the General Committee at Cleveland on March 19, proposes to increase all rates, arbitraries, and charges published in Tariff Nos. 10-A, 11-A, 12-F, 14-H (except Items 1520 to 4360), 15-I, 19-G, 24-A by 15 per cent. Reported for information only.

Central and Southern Docket 3845—9 Per Cent Increase: This proposal to increase all rates and charges by 9 per cent was heard by the North-South Appeal Committee on February 20, 1952. A letter voicing opposition to this increase was mailed to the committee in time for their consideration. Reported for information only.

M.W.M.F.B. Docket 11255—\$1.50 Surcharge: This proposal that the minimum charge on all shipments be at the charge based on the applicable rate at actual weight or truckload minimum weight, plus \$1.50, failed of adoption by the Standing Rate Committee. The General Rate Com-

mittee, meeting on February 28 and 29, sustained the recommendation of the Standing Rate Committee. Reported for information only.

M.W.M.F.B. Proposal 249—11 Per Cent Increase: This proposal to increase all rates and charges by 11 per cent was heard by the Standing Rate Committee which has recommended that an increase of 10% be published on all rates in Tariff No. 4 only. (Tariff No. 4 does not involve Chicago.) The proposal as to all other tariffs is still under consideration. In accordance with instructions of the Council, opposition to this proposal was expressed in a letter sent to the committee. Reported for information only.

Eastern Central Docket SR-3504: This docket proposes to adjust the class rates in Tariffs 10-A, 11-A, 12-F, and 19-G to reflect rail 28300 scale, including the Ex Parte 175-A 9 per cent increase, down to and including Class 35, making the present Class 35 become Class 27.5 and inserting Classes 32.5 and 30 between Class 35 and Class 27.5 with graduation of not less than one cent. Proposal would also add a twenty cent (20¢) differential to the L.T.L. traffic weighing less than 5,000 lbs. At the October Council meeting the committee was directed to voice opposition to this docket. The proposal was deferred at the last meeting of the General Committee on February 22, 1952, and is being further analyzed by a sub-committee. Reported for information only.

March 6, 1952

Page No. 245

[fol. 2517] *Eastern Central Dockets SR-3723 to 3727—Minimum Charge:* These dockets proposed to amend various tariffs by establishing a new minimum charge rule providing the basis of 200 pounds at the applicable first class rate with a minimum charge per shipment of \$2.00. As the Council actively opposed the identical proposal in Central States tariffs, we also voiced opposition to these dockets. The General Committee has adopted this proposal as amended on the basis of 100 pounds at the first class rate applicable, plus \$1.50. We understand that the Central Territory Traffic Conference is meeting with the carriers regarding this proposal. Reported for information only.

M.W.M.F.B. Proposal 374: This proposal would amend tariffs applying between points in Middlewest Territory, also between points in Central States and Middlewest Territories as follows:

- (1) Increase all L.T.L. or A.Q. rates by ten (10) per cent; or
- (2) Add surcharge of 150 cents to all shipments; or
- (3) Add surcharge of 100 cents to all shipments; or
- (4) Add surcharge of 75 cents to all shipments; or
- (5) Add surcharge of 50 cents to all shipments; or
- (6) Add surcharge of 100 cents to the charges on each shipment determined by multiplying the weight by the rate, with the aggregate to be not less than the minimum charge published in the tariff. This docket was heard by the Standing Rate Committee on February 26, 1952. Reported for information only.

M.W.M.F.B. Proposal 393—Minimum Charge: This proposal would provide a minimum charge per shipment of not less than \$2.50 in Middlewest Motor Freight Bureau tariffs which now provide for a lesser amount. This proposal was heard by the Standing Rate Committee on March 4, 1952. Reported for information only.

I. & S. M-3646—Pittsburgh Arbitraries: Supplements published by the Central States Motor Freight Bureau to become effective February 16 name arbitraries ranging from 10 cents to 20 cents per 100 pounds on L.T.L. traffic and from 3 cents to 5 cents per 100 pounds on truckload shipments for pick-up and delivery in the Pittsburgh, Pa., area. These charges were first published to become effective early in 1951, but were suspended by the Interstate Commerce Commission. As this case is still pending, the carriers are permitted to place the charges in effect because of the expiration of the normal suspension period. About 20 motor carriers have excluded themselves from the application of these arbitraries. Reported for information only.

I. & S. M-3929—New York Surcharge: This proceeding embraces suspended tariffs published by several motor carrier bureaus establishing surcharges on traffic moving from

or to points in the State of New York intended to compensate the carriers for added cost resulting from the state's new ton-mile highway use tax. A petition of the various motor carrier rate bureaus involved in this proceeding for vacation of the order of suspension was denied by the Commission. Proceedings involving the legality of the state tax are now before the New York State Appellate Court on appeal. Reported for information only. (Secretary's Note: The New York State Appellate Court has upheld the constitutionality of the highway use tax.)

March 6, 1952

Page No. 246

[fol. 2518] *Ex Parte Number MC-37—Commercial Zones and Terminal Areas:* In a sixth supplemental report and order in Ex Parte MC-37, Commercial Zones and Terminal Areas, the Commission has determined the limits of terminal areas of motor carriers and freight forwarders within which transportation by motor vehicles in the performance of collection and delivery or transfer service is exempted from truck regulations, with exceptions regarding hours of service and safety. The Commission's order in this proceeding becomes effective April 15, 1952. Reported for information only.

Rock Island Motor Transit Application: Mr. Schwietert reported that Application No. MC-29130, Sub 70 of the Rock Island Motor Transit Company had been set for hearing beginning March 18 in Des Moines, Iowa. The application is for a certificate to handle up to 5,000 pounds from and to points on U. S. Highway No. 6 from Davenport, Iowa, to Omaha, Nebraska. The Applicant is presently the only carrier serving certain points on this route. Rock Island Motor Transit Co. has intimated that their application may be amended to seek authority to handle all traffic over Route 6. After a discussion of the matter, Mr. Couch moved that we not only support the application in its present form, but that we also support it should it be amended to include truckload as well as less-than-truckload traffic. The motion was seconded and carried.

REPORT OF THE EXPORT-IMPORT COMMITTEE:
Mr. Parker, Chairman of the Committee, reported.

World Trade Conference: The Chicago World Trade Conference opened today at noon at the Sherman Hotel and will continue through tomorrow. It is sponsored by the Chicago Association of Commerce and Industry and the Export Managers Club of Chicago. The speakers are all practical foreign traders and promise a most interesting program.

Customs Simplification: The House of Representatives passed this measure last fall. Your committee outlined the provisions of this bill in our report of September 6, 1951. The Senate Finance Committee is now considering it. Those of us who do considerable importing should be in favor of it and should express their views to Senators Douglas and Dirksen and possibly to Senator Walter F. George of the Committee.

New Directory: A new 1952 membership directory and port guide has just been issued by the Ocean Freight Agents Association of Chicago. This handy brochure lists the agents by names, telephone numbers, and lines represented. Copies may be obtained through the offices of the Grace Line, 230 N. Michigan Avenue.

Letters of Credit: Mr. Parker called attention to a most interesting discussion on "What is a 'Clean' Bill of Lading?" by Daniel C. Draper. It appears in the I. C. C. Practitioners Journal for February, 1952, and presents the latest views

March 6, 1952

Page No. 247

[fol. 2519] of English, Scottish and American Courts on the question of what notations may appear on ocean bills of lading and still not render them a "foul" bill of lading.

Ocean Rate Increases: The North Atlantic/U.K. Conference has issued a notice of rate increases, effective May 1. The amount of increase will have to be determined by contacting the various carriers.

Export Control: Commencing April 7, exporters must obtain a new document from foreign customers known as an "Import Certificate" which is to be issued by the foreign government concerned. So far, the regulation applies only

to ten Western European Countries—England, France, Holland, Germany, etc. It will replace the present end use statement now required to be furnished by the customer.

REPORT OF THE AIR TRANSPORTATION COMMITTEE: Mr. Stockton, Chairman of the Committee, reported.

Following is a brief outline of the territories covered by several pending airline merger proposals:

Northwest-Capital. From East and Gulf Coast to the Midwest to Seattle-Portland; thence to Alaska, the Aleutians, Tokyo and Korea; also a spur from Seattle and Portland to Hawaii.

Braniff-Mid-Continent. Essentially a north-south system covering the central U. S. from Chicago, Denver and other north central cities to New Orleans; Houston and other Texas cities; then on south to Mexico City, Havana, Balboa and South America.

National-Colonial. North-south system in eastern U. S. from Montreal southward via New York to Miami and the Gulf Coast, plus a spur route to Bermuda from New York and Washington.

Delta-Northeast. These are widely separated systems, with Northeast serving New England and New York City while Delta operates east-west from Miami and Atlanta through the Deep South to Texas cities. Merger is contingent on acquisition of a linking route from the Deep South to New York; since C. A. B. opposes big route shake-ups like this, observers see this merger as contingent on acquisition by Capital of a southern route or a further merger hook-up with a north-south airline like National.

West-Coast-Empire. These are local service airlines serving the states of Washington, Oregon and Idaho.

Air Freight Rate Increases: From a recent check with Slick Airways, the Flying Tiger Line, Trans-World Airlines, United Air Lines, American Airlines and one or two

others, we have been informed that they have either filed or are about to file with the Civil Aeronautics Board re-
March 6, 1952

Page No. 248

[fol. 2520] requests for rate increases which will average about 10 per cent and which will range from 7 to 25 per cent. The major portion of these increases, we understand, will be in specific commodities rather than the general commodities and the effective date April 15, 1952.

Braniff Airways, effective April 15, will amend its tariff No. C-1 CAB8 to cancel certain volume rates in the 1000 through 10,000 pound bracket, leaving only 100 pounds northbound direction rates in effect. Braniff Airways proposes to increase their general commodity rates 10 per cent, effective April 15.

REPORT OF THE MAIL AND EXPRESS COMMITTEE: Mr. Kirby, Chairman of the Committee, reported.

MAIL

Public Law 233—Surcharge on purchases of postal cards in quantities of 50 or more: S. 2394—a bill to repeal the present 10 per cent surcharge on purchases of postal cards in quantities of 50 or more has been passed by the Senate and House and sent to the President for signature. The bill will become law effective 10 days after signature.

Public Law 199—Restrictions on size and weight of parcel post shipments: The Postal Service Committee has prepared a questionnaire to be distributed to Association members in the next few days to develop information on the effect on operations of Association members and their recommendations whether the law should be amended or repealed.

Mail Transportation by Motor Vehicles: Effective March 1, the Postal Transportation Service will take over the separation and dispatch of mails to be handled by motor carriers in the Chicago Suburban area.

EXPRESS

Ex Parte 177 Increases in Express Rates: The Illinois Commerce Commission has approved the Ex Parte 177 increase of November 15 in Railway Express rates for application on Illinois intrastate shipments effective on March 11, 1952.

The Interstate Commerce Commission voted not to suspend Railway Express tariffs effective February 26, increasing less carload first and second class charges 6 cents per shipment. The additional charge of 6 cents will not apply on shipments moving on commodity rates.

The Illinois Commerce Commission has scheduled a hearing March 11 at Chicago on the application of the 6 cent increase on intrastate less carload shipments.

SERVICE FEE FOR 1952: Chairman Webber explained that the members are assessed an annual service fee to defray Council expenses such as postage, stationery, etc. For the past several years this fee has been \$7.50 annually and the Council has been able to operate on that amount. Mr. Porter moved that the service fee for 1952 continue at \$7.50. The motion was seconded by Mr. Crawford, and carried.

Meeting was adjourned at 3:00 P. M.

R. WEBBER, General Chairman

Gerald E. Franzen, Secy.

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Transcript of shipments received from connecting carriers at Chicago, Illinois, during the months of January, February, March and April 1951 covering shipments originally routed via other carriers but given to The Rock Island Motor Transit Company for delivery

Origin Carrier Pro No.	Point of Origin	Point of Destination	Originating Carrier	Original Routing
25208	Milwaukee, Wisc.	Iowa City, Iowa	Advance Transp. Co.	Watson Bros. Transp.
38342	"	"	"	Western Transp. Co.
869877	Birmingham, Mich.	"	Geo. F. Alger Co.	Watson Bros. Transp.
647905	Cleveland, O.	Newton, Iowa	"	Des Moines Transp.
9-149277	Carey, O.	Des Moines, Iowa	All States Freight	Watson Bros. Transp.
333419	Lititz, Pa.	Harlan, Iowa	Aztec Lines, Inc.	Iowa-Nebr. Transp.
333796	Scranton, Pa.	Des Moines, Iowa	"	Des Moines Transp.
333936	Cleveland, O.	"	"	"
336084	Youngstown, O.	Cedar Rapids, Iowa	"	"
335385	Scranton, Pa.	Des Moines, Iowa	"	"
335387	"	"	"	"
346095	Lititz, Pa.	Harlan, Iowa	"	Iowa-Nebr. Transp.
346699	"	"	"	"
355899	"	"	"	"
354045	Toledo, O.	Newton, Iowa	"	Watson Bros. Transp.
380229	Cleveland, O.	Des Moines, Iowa	"	"
10824	Muskegon, Mich.	Muscatine, Iowa	Blue Arrow Transport	Gordy
M 2239	"	Iowa City, Iowa	"	Iowa-Nebr. Transp.
651165	Statesville, N.C.	Newton, Iowa	Carolina Motor Express	Western Transp. Co.
650173	"	"	"	"
651100	"	Muscatine, Iowa	"	"
660879	"	Cedar Rapids, Iowa	"	H & W Motor Express
664589	"	Muscatine, Iowa	"	Western Transp. Co.
664540	"	"	"	"
9559	Kalamazoo, Mich.	Des Moines, Iowa	Central Motor Freight	Keeshin Motor
1/61988	Chicago Hts., Ill.	"	Chicago Area Truck	Merchants Motor Freight
1/62062	Matteson, Ill.	Iowa City, Iowa	"	Western Transp. Co.

[fol. 2522] THE ROCK ISLAND MOTOR TRANSIT COMPANY

Transcript of shipments received from connecting carriers at Chicago, Illinois, during the months of January, February, March and April, 1951 covering shipments originally routed via other carriers but given to The Rock Island Motor Transit Company for delivery

Origin Carrier Pro No.	Point of Origin	Point of Destination	Originating Carrier	Original Routing
229075	Manitowoc, Wisc.	Malcom, Iowa	Glipper Transit	Keeshin Motor
223506	Little Chute, Wisc.	"	"	"
97465	Lima, O.	Des Moines, Iowa	Columbus & Chicago	McCoy Truck Line
24111	Wabash, Ind.	"	Co-ordinated Transp.	Des Moines Transp.
24134	"	Cedar Rapids, Iowa	"	Brady Motor Freight
232429	Dekalb, Ill.	Beatrice, Nebr.	Corey & Evans, Inc.	Red Ball
33150	Cincinnati, O.	Iowa City, Iowa	Dennis Truck Line	McCoy Truck Line
200637	Newark, N. J.	Omaha, Nebr.	Denver-Chicago Truck.	On Time Transfer
54758	Detroit, Mich.	Cedar Rapids, Iowa	Doyle Freight Lines	Gateway
46345	Mishawaka, Ind.	Omaha, Nebr.	Drummey Cartage Co.	Des Moines Transp.
46869	"	"	"	"
47159	"	"	"	"
230370	Aurora, Ill.	Iowa City, Iowa	Dumont Cartage Co.	Watson Bros. Transp.
232201	"	Des Moines, Iowa	"	Des Moines Transp.
234075	Downers Grove, Ill.	"	"	"
234479	Aurora, Ill.	Cedar Rapids, Iowa	"	Takin Bros. Freight
117172	Ligonier, Ind.	Des Moines, Iowa	F & S Transit Co.	Prucka Transp.
8778	Ferguson, Ind.	Omaha, Nebr.	Ferguson Transfer	Bos Truck Lines
1208	New Philadelphia, O.	West Liberty, Iowa	Freight, Inc.	Watson Bros. Transp.
255983	Milwaukee, Wisc.	Iowa City, Iowa	Gateway Transp. Co.	Western Transp. Co.
228714	"	"	"	"
228859	"	"	"	"
229719	"	"	"	"
256758	"	"	"	"
229563	"	"	"	"
256942	"	"	"	"
229750	"	"	"	"
230624	"	"	"	"
230669	"	"	"	"
257589	"	"	"	"
231379	"	Harlan, Iowa	"	Iowa-Nebr. Transp. Co.

[fol. 2523] THE ROCK ISLAND MOTOR TRANSIT COMPANY

Transcript of shipments received from connecting carriers at Chicago, Illinois, during the months of January, February, March and April, 1951 covering shipments originally routed via other carriers but given to The Rock Island Motor Transit Company for delivery

Origin Carrier Pro No.	Point of Origin	Point of Destination	Originating Carrier	Originally Routed
231640	Milwaukee, Wisc.	Iowa City, Iowa	Gateway Transp. Co.	Western Transp. Co.
163201	Ft. Atkinson, Wisc.	Des Moines, Iowa	"	Bos Truck Lines
163198	"	Cedar Rapids, Iowa	"	"
163200	"	Des Moines, Iowa	"	"
163195	"	Omaha, Nebr.	"	"
163197	"	"	"	"
163196	"	"	"	"
163202	"	"	"	"
163194	"	"	"	"
234857	Milwaukee, Wisc.	Iowa City, Iowa	"	Western Transp. Co.
235182	"	"	"	"
261960	"	Newton, Iowa	"	"
236320	"	"	"	"
236266	"	Iowa City, Iowa	"	"
236544	"	"	"	"
262405	"	Atlantic, Iowa	"	Watson Bros. Transp.
237103	"	Iowa City, Iowa	"	Western Transp. Co.
263008	"	"	"	"
263797	"	"	"	"
383007	Janesville, Wisc.	Des Moines, Iowa	"	McCoy Truck Line
264335	Milwaukee, Wisc.	Iowa City, Iowa	"	Western Transp. Co.
265013	"	"	"	"
265316	"	"	"	"
265235	"	"	"	"
265799	"	"	"	"
239770	"	Newton, Iowa	"	"
266212	"	Iowa City, Iowa	"	"
267705	"	"	"	"
685874	"	"	"	"
687134	"	"	"	"
725188	"	"	"	"
688035	"	"	"	"

[fol. 2524] THE ROCK ISLAND MOTOR TRANSIT COMPANY

Transcript of shipments received from connecting carriers at Chicago, Illinois, during the months of January, February, March and April, 1951 covering shipments originally routed via other carriers but given to The Rock Island Motor Transit Company for delivery

Origin Carrier Pro No.	Point of Origin	Point of Destination	Originating Carrier	Original Routing
725860	Milwaukee, Wisc.	Iowa City, Iowa	Gateway Transp. Co.	Western Transp. Co.
726560	"	"	"	"
688717	"	"	"	"
727503	"	Atlantic, Iowa	"	Watson Bros. Transp.
727855	"	Iowa City, Iowa	"	Western Transp. Co.
728034	"	"	"	"
689820	"	"	"	"
729161	"	"	"	"
690138	"	"	"	"
690189	"	"	"	"
64273	Lafayette, Ind.	Cedar Rapids, Iowa	J. A. Grant & Son	"
7214	Crystal Lake, Ill.	Lincoln, Nebr.	Gumprecht Trucking	On Time Trans.
7883	"	Cedar Rapids, Iowa	"	Western Transp. Co.
601957	Danville, Ill.	Newton, Iowa	Hall Freight Lines	Bos Truck Line
482301	W. Chicago, Ill.	Grinnell, Iowa	Hanson's Transfer	McCoy Truck Line
484781	St. Charles, Ill.	Omaha, Nebr.	"	Bos Truck Line
184607	Cairo, Ill.	"	Hayes Freight Lines	Des Moines Transp.
184608	"	"	"	"
2244	Danville, Ill.	Cedar Rapids, Iowa	"	Keeshin Motor
00529	Detroit, Mich.	Des Moines, Iowa	Hennepin Transp. Co.	Western Transp. Co.
03504	"	"	"	"
03503	"	"	"	"
59643	Mansfield, O.	Belleville, Ks.	Hinchcliff Motor Serv.	Mid American
59642	"	Norton, Ks.	"	"
625921	Indianapolis, Ind.	Cedar Rapids, Iowa	Huber & Huber	Western Transp. Co.
707143	Louisville, Ky.	Indianola, Iowa	"	"
707843	"	"	"	"
710911	"	"	"	"
714189	"	W. Des Moines, Iowa	"	"
615743	Indianapolis, Ind.	Cedar Rapids, Iowa	"	"

[fol. 2525] THE ROCK ISLAND MOTOR TRANSIT COMPANY

Transcript of shipments received from connecting carriers at Chicago, Illinois, during the months of January, February, March and April, 1951 covering shipments originally routed via other carriers but given to The Rock Island Motor Transit Company for delivery

Origin Carrier Pro No.	Point of Origin	Point of Destination	Originating Carrier	Original Routing
615819	Indianapolis, Ind.	Cedar Rapids	Huber & Huber	Western Transp. Co.
615820	"	"	"	"
616123	"	"	"	"
713871	Louisville, Ky.	Des Moines, Iowa	"	"
540487	Greeneville, Tenn.	"	"	"
540542	Erwin, Tenn.	"	"	Knaus Truck
540490	Greeneville, Tenn.	Muscatine, Iowa	"	Western Transp. Co.
717463	Louisville, Ky.	Winterset, Iowa	"	Western Transp. Co.
717754	"	Newton, Iowa	"	"
620647	Brookville, Ind.	"	"	Des Moines Transp.
620631	"	Kellogg, Iowa	"	"
724255	Louisville, Ky.	W. Des Moines, Iowa	"	Western Transp. Co.
724754	"	Newton, Iowa	"	"
549492	Greeneville, Tenn.	Muscatine, Iowa	"	"
709540	Louisville, Ky.	Des Moines, Iowa	"	"
622784	Indianapolis, Ind.	Cedar Rapids, Iowa	"	Brady Motor Freight
645896	Greeneville, Tenn.	Cedar Rapids, Iowa	"	Western Transp. Co.
68116	Monticello, Ill.	Des Moines, Iowa	Illini Reefer Trans.	Brady Motor Freight
168772	Joliet, Ill.	Iowa City, Iowa	Joliet Warehouse & Tfr.	Watson Bros. Transp.
184234	"	Avoca, Iowa	"	Iowa-Nebr. Transp.
17213	Huntington, Ind.	Des Moines, Iowa	Kain's Motor Service	Des Moines Transp.
33713	Wabash, Ind.	Newton, Iowa	"	H & W Motor Express
414	Waukegan, Ill.	Des Moines, Iowa	Krema Trucking Co.	Des Moines Transp.
2337	Evanston, Ill.	"	"	"
9351	Nile, Mich.	Cedar Rapids, Iowa	Lake Shore Motor Trans.	Hawkeye Motor
124517	Benton Harbor, Mich.	Des Moines, Iowa	"	Des Moines Transp.
9650	Niles, Mich.	Cedar Rapids, Iowa	"	McCoy Truck Line
9686	"	"	"	Hawkeye Motor
10062	"	Iowa City, Iowa	"	Iowa-Nebr. Transp.
2054	Pawtucket, R.I.	Cedar Rapids, Iowa	Liberty Motor Freight	Watson Bros. Transp.
2065	"	Iowa City, Iowa	"	"

[fol. 2526] THE ROCK ISLAND MOTOR TRANSIT COMPANY

Transcript of shipments received from connecting carriers at Chicago, Illinois, during the months of January, February, March and April 1951 covering shipments originally routed via other carriers but given to The Rock Island Motor Transit Company for delivery

Origin Carrier Pro No.	Point of Origin	Point of Destination	Originating Carrier	Original Routing
419594	Grand Rapids, Mich.	Des Moines, Iowa	Midway Transit Co.	Des Moines Transp.
416671	"	"	"	"
419724	"	"	"	"
435525	Jackson, Mich.	Iowa City, Iowa	"	Watson Bros. Transp.
419728	Grand Rapids, Mich.	Des Moines, Iowa	"	Des Moines Transp.
172715	Duluth, Minn.	Newton, Iowa	Moland Bros. Trucking	Keeshin Motor
508231	New Buffalo, Mich.	Lincoln, Nebr.	Northwestern Transit	Union Freightways
525198	Mishawaka, Ind.	Iowa City, Iowa	"	McCoy Truck Line
525314	Detroit, Mich.	Cedar Rapids, Iowa	"	Takin Bros.
525416	New Buffalo, Mich.	Des Moines, Iowa	"	Des Moines Transp.
525418	Detroit, Mich.	"	"	"
525417	Michigan City, Ind.	Cedar Rapids, Iowa	"	McCoy Truck Line
518759	Detroit, Mich.	Iowa City, Iowa	"	Western Transp.
529879	LaPorte, Ind.	"	"	Watson Bros. Transp.
62247	Michigan City, Ind.	Council Bluffs, Iowa	Norwalk Truck Line	Ringsby Truck Lines
91491	Fremont, O.	Cedar Rapids, Iowa	"	Watson Bros. Transp.
91501	"	Newton, Iowa	"	"
91482	"	Cedar Rapids, Iowa	"	"
75312	Avon Lake, O.	Omaha, Nebr.	"	"
34751	New Castle, Pa.	"	"	"
16097	Shelby, O.	"	"	"
99844	Jackson, Mich.	Atlantic, Iowa	"	"
74495	Ft. Wayne, Ind.	Omaha, Nebr.	"	Fleetways
81826	Toledo, O.	Atlantic, Iowa	"	Watson Bros. Transp.
77411	Paulding, O.	Des Moines, Iowa	"	Merchants Motor Freight
94424	Michigan City, Ind.	Des Moines, Iowa	"	Watson Bros. Transp.
32730	Detroit, Mich.	"	"	Merchants Motor Freight
40709	Cleveland, O.	"	"	Watson Bros. Transp.
22004	Shelby, O.	Grinnell, Iowa	"	"
54090	Milwaukee, Wisc.	Newton, Iowa	Fred Olson & Son	Western Transp. Co.
3-45875	Oshkosh, Wisc.	Indianola, Iowa	Olson Transp. Co.	Knaus Truck Line

[fol. 2527] THE ROCK ISLAND MOTOR TRANSIT COMPANY

Transcript of shipments received from connecting carriers at Chicago, Illinois, during the months of January, February, March and April 1951 covering shipments originally routed via other carriers but given to The Rock Island Motor Transit Company for delivery

Origin Carrier Pro No.	Point of Origin	Point of Destination	Originating Carrier	Original Routing
3-55602	Sturgeon Bay, Wisc.	Newton, Iowa	Olson Transp. Co.	Keeshin Motor
3-82835	Grafton, Wisc.	"	"	"
3-82837	"	"	"	"
4-32788	Two Rivers, Wisc.	Iowa City, Iowa	"	Watson Bros. Transp.
4-94802	"	"	"	"
11900	Woodstock, Ill.	Des Moines, Iowa	Paine Motor Express	McCoy Truck Line
12085	Harvard, Ill.	"	"	Des Moines Transp.
87482	Cleveland, O.	Grinnell, Iowa	Ramus Trucking Line	Watson Bros. Transp.
778781	"	Cedar Rapids, Iowa	Red Star Transit	Bos Truck Line
778778	"	"	"	"
665547	"	"	"	"
810306	Detroit, Mich.	"	"	Watson Bros. Transp.
977669	Florence, N.J.	Muscatine, Iowa	Riss & Co., Inc.	Poole Transfer
245926	Bradley, Ill.	Des Moines, Iowa	Rudolf Express Co.	Des Moines Transp.
2824	Flint, Mich.	Muscatine, Iowa	Saginaw Transfer Co.	Knaus Motor
56-406570	Statesville, N.C.	Des Moines, Iowa	Silver Fleet Motor	Merchants Motor Freight
56-412222	"	Muscatine, Iowa	"	Western Transp. Co.
962689	Springfield, Mass.	Newton, Iowa	Spector Motor Service	Keeshin Motor
51361	Philadelphia, Pa.	Des Moines, Iowa	"	Des Moines Transp.
9240	Bridgeport, Conn.	"	"	Watson Bros. Transp.
100007	New Britain, Conn.	Muscatine, Iowa	"	Poole Transp.
11486	Bridgeport, Conn.	Newton, Iowa	"	Western Transp. Co.
11677	"	Des Moines, Iowa	"	Watson Bros. Transp.
72328	Philadelphia, Pa.	"	"	Des Moines Transp.
100963	Meriden, Conn.	"	"	Western Transp. Co.
101008	W. Hartford, Conn.	Council Bluffs, Iowa	"	Prucka Transp.
12354	Bridgeport, Conn.	Newton, Iowa	"	Western Transp. Co.
12072	Southport, Conn.	"	"	"
101120	Waterbury, Conn.	"	"	"
101131	Springfield, Mass.	"	"	"
101463	Waterbury, Conn.	"	"	"


[fol. 2528] THE ROCK ISLAND MOTOR TRANSIT COMPANY

Transcript of shipments received from connecting carriers at Chicago, Illinois, during the months of January, February, March and April, 1951 covering shipments originally routed via other carriers but given to The Rock Island Motor Transit Company for delivery

<u>Origin Carrier Pro No.</u>	<u>Point of Origin</u>	<u>Point of Destination</u>	<u>Originating Carrier</u>	<u>Original Routing</u>
105818	Plainville, Conn.	Newton, Iowa	Spector Motor Service	Des Moines Transp.
14615	Shelton, Conn.	Omaha, Nebr.	"	On Time Trans.
14614	"	"	"	"
14613	"	"	"	"
14716	Bridgeport, Conn.	Des Moines, Iowa	"	Watson Bros. Transp.
14756	Southport, Conn.	Newton, Iowa	"	Western Transportation
105280	Waterbury, Conn.	Muscatine, Iowa	"	Poole Transfer
221118	Detroit, Mich.	W. Liberty, Iowa	Standard Freight Line	H & W Motor Express
177321	Akron, O.	Iowa City, Iowa	Summit Fast Freight	McCoy Truck Line
13602	Muncie, Ind.	Muscatine, Iowa	Tarbet Trucking	Poole Transfer
163288	Allegan, Mich.	Newton, Iowa	Tripp Trucking Co.	Keeshin Motor
929582	Centralia, Ill.	Montezuma, Iowa	Viking Freight Co.	"
299944	Hammond, Ind.	Iowa City, Iowa	West Shore Transport	Western Transp.
A79160	Macon, Ga.	Newton, Iowa	Wilson Truck Co.	Watson Bros. Transp.
C43423	Rossville, Ga.	Des Moines, Iowa	"	"
2W5644	Lake Mills, Wisc.	W. Liberty, Iowa	Wolf Truck Lines	"
408861	Cadillac, Mich.	Ft. Des Moines, Iowa	Wolverine Express	Merchants Motor Freight
04956	Vincennes, Ind.	Elkhart, Iowa	Yellow Transit Co.	Brady Motor Freight
218987	Waupun, Wisc.	Muscatine, Iowa	Yellow Truck Lines	Gordy
34041	Kenosha, Wisc.	So. Omaha, Nebr.	Yule Truck Lines	Watson Bros. Transp.

1898

EXHIBIT No. 20

(See Opposite) 

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Form 19

(P. 1899.
-fr 2529)

Daily Record of Terminal Operations

To: Mr. W. F. Peterson, General Manager,
Des Moines, Iowa

Station Chicago, Ill.

Date February 29, 1932.

Payroll Titles	Terminal Forces									
	This Month					Same Month Last Year				
	No. Men	Man Hrs.	Reg. Pay	Over Time	Total Payroll	No. Men	Man Hrs.	Reg. Pay	Over Time	Total Payroll
Dock Foremen										
Frt. Handlers										
Frt. Checkers										
Total										
Total to Date	X					X				
P. U. & Del. Drivers										
Dispatcher										
Total										
Total to Date	X					X				

	Today	Total for Curr. Month to Date	Same date last year	Total for Mo to date last year
Pds. Mdse. Handled Across Dock	12,330	637,283	236,402	703,270
Handling Cost Per Cwt.		43% increase		
Pds. Handled per Man Hour	27,297	2,076,244	2,180,011	2,250,244
Pds. Mdse. Picked up & Delivered				
P. U. & D. Cost per Cwt.				
Pds. P. U. & D. Per Man Hour				

Freight Inbound	Pounds	Freight Outbound	Pounds
For City		From City	
For Connecting Lines		From Connecting Lines	
		Transfer - (Through)	

Total Pounds _____

Freight Received But Not Loaded Out _____

G. A. Kinner.

Terminal Agent

2529

[fol. 2530]

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Form 19

(P. 1900)

Daily Record of Terminal Operations

To: Mr. W. F. Peterson, General Manager,
Des Moines, IowaStation Chicago, Ill.Date January 22, 1902

Payroll Titles	Terminal Forces									
	This Month					Same Month Last Year				
	No. Men	Man Hrs.	Reg. Pay	Over Time	Total Payroll	No. Men	Man Hrs.	Reg. Pay	Over Time	Total Payroll
Dock Foremen										
Frt. Handlers										
Frt. Checkers										
Total										
Total to Date	X					X				
P. U. & Del Drivers										
Dispatcher										
Total										
Total to Date	X					X				

	Today	Total for Curr. Month to Date	Same date last year	Total for Mo to date last year
Pds. Mdse. Handled Across Dock	23022	67022	24022	77022
Handling Cost Per Cwt.		30¢ increase		
Pds. Handled per Man Hour				
Pds. Mdse. Picked up & Delivered	20022	60022	20022	60022
P. U. & D. Cost per Cwt.				
Pds. P. U. & D. Per Man Hour				
Freight Inbound	Pounds	Freight Outbound	Pounds	
For City		From City		
For Connecting Lines		From Connecting Lines		
		Transfer - (Through)		

Total Pounds _____

Freight Received But Not Loaded Out _____

G. A. Kimes
Terminal Agent

2530

[fol. 2531]

(P. 1901)

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Form 19

Daily Record of Terminal Operations

To: Mr. W. F. Peterson, General Manager,
Des Moines, IowaStation Chicago, Ill.Date December 31, 1951.

Payroll Titles	Terminal Forces									
	This Month					Same Month Last Year				
	No. Men	Man Hrs	Reg. Pay	Over Time	Total Payroll	No. Men	Man Hrs	Reg. Pay	Over Time	Total Payroll
Dock Foremen										
Frt. Handlers										
Frt. Checkers										
Total										
Total to Date	X					X				
P. U. & Del. Drivers										
Dispatcher										
Total										
Total to Date	X					X				

	Today	Total for Curr. Month to Date	Same date last year	Total for Mo. to date last year
Pds. Mdse. Handled Across Dock	100200	202000	253000	610000
Handling Cost Per Cwt.		20% decrease		
Pds. Handled per Man Hour				
Pds. Mdse. Picked up & Delivered	22000	200000	10000	200000
P. U. & D. Cost per Cwt.				
Pds. P. U. & D. Per Man Hour				
Freight Inbound	Pounds	Freight Outbound	Pounds	
For City		From City		
For Connecting Lines		From Connecting Lines		
		Transfer - (Through)		

Total Pounds _____

Freight Received But Not Loaded Out _____

S. A. Kliney,
Terminal Agent

2531

[fol. 2532]

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Form 19

(P. 1902)

Daily Record of Terminal Operations

To: Mr. W. F. Peterson, General Manager,
Des Moines, Iowa

Station Chicago, Ill.Date November 30, 1931.

Payroll Titles	Terminal Forces									
	This Month					Same Month Last Year				
	No Men	Man Hrs.	Reg. Pay	Over Time	Total Payroll	No Men	Man Hrs.	Reg. Pay	Over Time	Total Payroll
Dock Foremen										
Frt. Handlers										
Frt. Checkers										
Total										
Total to Date	X					X				
P. U. & Del. Drivers										
Dispatcher										
Total										
Total to Date	X					X				

	Today	Total for Curr. Month to Date	Same date last year	Total for Mo to date last year
Pds. Mdse. Handled Across Dock	243084	442337	452734	895071
Handling Cost Per Cwt.		345 000000		
Pds. Handled per Man Hour	102651	403841	806114	4072222
Pds. Mdse. Picked up & Delivered				
P. U. & D. Cost per Cwt.				
Pds. P. U. & D. Per Man Hour				
Freight Inbound	Pounds	Freight Outbound	Pounds	
For City		From City		
For Connecting Lines		From Connecting Lines		
		Transfer - (Through)		

Total Pounds _____

Freight Received But Not Loaded Out _____

C. A. K. 2532

THE ROCK ISLAND MOTOR TRANSIT COMPANY

Form 19

(page 1903)

Daily Record of Terminal Operations

To: Mr. W. F. Peterson, General Manager,
Des Moines, Iowa

Station ChicagoDate October 31, 1961

Payroll Titles	Terminal Forces									
	This Month					Same Month Last Year				
	No. Men	Man Hrs	Reg. Pay	Over Time	Total Payroll	No. Men	Man Hrs	Reg. Pay	Over Time	Total Payroll
Dock Foremen										
Frt. Handlers										
Frt. Checkers										
Total										
Total to Date	X					X				
P. U. & Del Drivers										
Dispatcher										
Total										
Total to Date	X					X				
			Today	Total for Curr. Month to Date	Same date last year	Total for Mo to date last year				
Pds. Mdse. Handled Across Dock			48887	4888073	416705	8188079				
Handling Cost Per Cwt				425 decrease						
Pds. Handled per Man Hour										
Pds. Mdse. Picked up & Delivered			176913	4408814	108021	8188079				
P. U. & D. Cost per Cwt										
Pds. P. U. & D. Per Man Hour										
Freight Inbound		Pounds		Freight Outbound		Pounds				
For City				From City						
For Connecting Lines				From Connecting Lines						
				Transfer (Through)						

Total Pounds _____

Freight Received But Not Loaded Out _____

Terminal A. J. Janner

1904

[fol. 2534]

EXHIBIT No. 21

LEWIS COMMERCIAL CLUB

Meets Second Thursday Each Month

Home of Cold Springs Park

LEWIS, IOWA

This petition is presented by the merchants of Lewis, Iowa.

When the Rock Island Rail Road was taken out several years ago it was the understanding then that the town was to be serviced by the Rock Island Motor Freight, which they have continued to do.

The only other freight service we have is the McVay truck which operates a local service from Greenfield to Omaha. The Rock Island truck line is the only freight service we have which brings in freight from all points and is the only truck line which carries freight out to all points.

The Berry Garage and Machine Shop is dependent upon the Rock Island freight line to bring in farm machinery from Detroit and repair parts from Des Moines.

The Joyce Lumber Co. gets all their mill work for houses from Des Moines and they are dependent entirely upon the Rock Island truck line to bring it in. The Rock Island handles every thing that is trucked in.

This also applies to the Marker Hardware. They are dependent entirely upon the Rock Island trucks to bring in their merchandise from Des Moines and Chicago.

The Cavin Woodworking Shop reports that he gets 3 day service from Des Moines, by the Rock Island truck, for all his lumber and they deliver it to his shop during day light hours.

This same situation applies to all other business houses. Out side of the local McVay truck the Rock Island is the only freight service we have, and the only one that brings in long distance freight such as Detroit and Chicago and the only service from the east.

We like the Rock Island service and we request that by all means they continue to serve us.

[fol. 2535]

/s/ WALTER C. BURNSIDE Mayor

/s/ H. G. MARKER Hdw. Manager

/s/ CLAUD CUSADY Standard Service President
Commercial Club

/s/ H. E. COOPER Standard Oil Co. Maintenance
Man

/s/ RILEY P. CLARK Berry Garage Lewis

/s/ MILLER CAVIN Cabinet Shop

/s/ E. H. KROHN Lewis Cash Store

/s/ DICK CLARK Supt. Joyce Lumber Co.

Central Music Co. /s/ N. QUINN

/s/ FRED DORY Dory Garage

/s/ ASA JONES Lewis Drug Sundries

/s/ W. J. BRECKIRBAUMER Pres. Lewis School Board

/s/ HAROLD NELSON Mgr. Joyce Lumber Co.

/s/ C. M. HANCOCK Ins & Real Estate

/s/ J. FRANK BERRY Berry Garage

1906

[fol. 2536]

EXHIBIT No. 22


(See Opposite) 

EXHIBIT No 22

Appears in first frame
of the next card.